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March 10, 2022

Transportation Committee
Legislative Office Building, Room 2300
Hartford, CT 06106

By Email to: tratestimony@cga.ct.gov

Honorable Co-Chairs Senator Will Haskell and Representative Roland Lemar, Ranking Members Senator Heather Somers and Representative Devin Carney, and Committee Members:

I strongly support approval of SB-0004, AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT.

I am a scientist closely familiar with the developments in climate science and news reports of weather and climate extreme events in recent years. Scientists now unequivocally emphasize the need for early, ambitious, and significant actions to mitigate and adapt to further emissions of greenhouse gases and minimize further warming of our planet. **Enacting SB-0004 would contribute in many meaningful, important ways to promoting these objectives.**

A selection from among the Act's many provisions is listed below:

Section 4a-67d of the 2022 supplement to the general statutes is amended to provide a schedule for **purchases or leases by the state of cars and light duty trucks** that, as years pass, should be increasingly battery electric vehicles (BEVs), such that **by 2030 100% of such acquisitions should be BEVs**;

After Jan. 1, 2024 the state will cease acquisition of diesel-fueled transit buses, and develop a plan to **deploy zero-emission buses throughout the state's transit system**; after Jan. 1, 2030 all school buses used in environmental justice communities must be zero-emission buses; **after Jan. 1, 2035 all school buses in the state must be zero-emission buses**;

A provision requires that residential associations can not impede a unit owner, nor landlords with respect to tenants, from gaining approval to **install an electric vehicle charging station for an owner's or renter's use** at parking slots ceded to them, and establishes ground rules for considering owners' and renters' requests;

A provision requires the State Building Code to mandate **installing charging stations in new construction of state properties and school buildings**; and

Section 22a-202 of the general statutes is amended to **establish a Connecticut Hydrogen and Electric Automobile Rebate program** administered by the Commissioner of Energy and Environmental Protection, together with an Advisory Board to oversee the funds involved in the Rebate program. In addition to a variety of electric vehicle types the program will cover electric bicycles.

For brevity other worthy provisions, many related to funding the provisions above, are not detailed here.

Transportation was responsible for 37% of greenhouse gas (GHG) emissions in Connecticut in 2018, a very high proportion. In addition to carbon dioxide emissions common to all fossil fuels used in transportation, diesel exhaust from trucks and buses additionally contains nitrogen oxides (NOx) that lead to formation of ground level ozone, and small particulate matter (PM). Both ozone and PM, and NOx species themselves, irritate pulmonary passages leading to respiratory diseases. In disadvantaged and underserved communities, where these pollutants are especially prevalent, the incidence rate of asthma and other respiratory problems is higher than elsewhere. Two Connecticut cities, New Haven and Hartford, are [high on the list](#) of the 100 American cities in which asthma occurrence is most aggravated.

Various provisions in SB-0004, summarized above, will accelerate the transition to use of zero-emission vehicles in the state, reducing emissions of GHGs and pollutants that aggravate pulmonary disease. These include a) the requirement that the state vehicle fleet acquire only BEVs by 2030, b) the phasing out of the state's diesel-fueled public buses and school buses in favor of electric vehicles, c) the various provisions that expand the installation of charging stations in residential associations and rental buildings which make it easier for the public to use BEVs, d) the provisions surrounding the Connecticut Hydrogen and Electric Automobile Rebate (CHEAPR) program, and e) the several provisions not listed above related to accumulating and dispersing funds to promote and incentivize the several state programs.

All the itemized provisions listed above, and others not included here, have the **beneficial effects of a) promoting attainment** of the GHG emission reductions called for in the **Global Warming Solutions Act**, and **b) enhancing public health** by reducing the use especially of diesel-powered transport which will lower the accumulation at ground level of the respiratory pollutants NOx, ozone and PM that lead to and aggravate **asthma and other respiratory diseases**.

SB-0004 is a an expansive, much needed legislative endeavor. Its significance is attested to by **its many co-sponsors**, including Senate President Pro Tempore Martin Looney, Senate Majority Leader Bob Duff, Co-Chairs Senator Will Haskell and Representative Roland Lemar of the Transportation Committee, Co-Chairs Senator Christine Cohen and Representative Joseph Gresko of the Environment Committee, 13 additional senators and 14 additional representatives. It is also noteworthy that consideration of SB-0004 takes place before a joint session of the Transportation and Environment Committees.

I enthusiastically support favorable consideration of SB-0004 and urge passage in the General Assembly.

Respectfully submitted,

Henry E. Auer